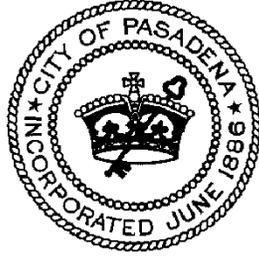


DRAFT



TRANSPORTATION ADVISORY COMMISSION

October 24, 2013

Via E-Mail

Mr. Scott Reimers, Planner
Department of Planning and Community Development
Hale Building, 175 N. Garfield Ave
Pasadena, CA 91101

Re: Scoping Comments for the General Plan Update EIR

Dear Mr. Reimers:

The Transportation Advisory Commission ("TAC") at its Special meeting of September 18, 2013 received a presentation by staff on the Initial Study to prepare an Environmental Impact Report (EIR) for the General Plan Update. After receiving public comments, the Commissioners also discussed and provided scoping comments for the General Plan Update and were given until October 24, 2013, to provide all written comments. Scoping comments by the members of the public and commissioners are summarized and incorporated below:

- The EIR should consider the high walkability in the Playhouse District; and consider the impact of potential future parklets and alternative parking concepts and bicycle and pedestrian traffic that occur in the District.
- Referring to page 36 of the Initial Study (IS) regarding Green House Gas (GHG) emissions, there is no mention of the sustainability legislation (SB375). The California Air Resources Board (CARB) specifies targets for GHG emission reductions locally and regionally, and these should be addressed and referenced in the EIR.

- Referring to page 40 of the Initial Study in the Transportation section, the term “Complete Streets” is not used and should be included along with a description of the mandate given by the state.
- The EIR should determine the effect that the construction of residential units within urban areas which have sophisticated transit infrastructure might have on certain metrics like Vehicle Miles Traveled. The model should be able to recognize that more density in these areas, along with multi-modal access and use, should decrease metrics.
- The EIR should provide an outline and explain the metrics and methods that will be used in the traffic analysis besides Level of Service, for example the Mutli-Modal Level of Service, Segment and Street Intersection Impacts, and travel time through segments or corridors.
- The EIR should explore bicycle and pedestrian mobility as part of the CEQA process in addition to auto-Trip Generation metrics when performing traffic analysis.
- The EIR should provide an explanation of the specific strategies that will be used to implement the new mobility policies and objectives.
- The EIR should provide discussions on pedestrians with disabilities as part of the Complete Streets concept.
- The EIR should recognize the impact that land use will have on the bicycle and pedestrian trips in the city circulation system other than just auto mobility.
- The EIR should explore other metrics to measure the effects that greenhouse gases will have in areas that are below the average general miles traveled.
- The EIR should attempt to incorporate the regional impact of residential units that are built outside the Central District and outside of Pasadena; and the impacts these developments have on Vehicle Miles Traveled by those new residential unit owners.

On behalf of our fellow Commissioners, thank you for giving TAC the opportunity to comment on this important effort. We look forward to continuing working with you to update our General Plan.

Respectfully submitted,

Chris Burner
Chair

Stephen Acker
Vice-Chair

CC: TAC Commissioners